





## Today's Advertisements.

**ST. ANDREW'S HALL.**  
CITY HALL BUILDING.  
TO-NIGHT  
(THURSDAY) and SATURDAY,  
the 28th and 30th December.  
Commencing at 9 P.M.

**XYLOPHONE & KINEMATOGRAPH ENTERTAINMENT.**  
Mme. MERANDA and Little LILLY.  
In their Clever Xylophone and Zither and Comic Violin Entertainments.

**ADMISSION** ..... \$2 & \$1  
Soldiers and Sailors in Uniform half-price to Second Seats.  
Hongkong, 28th December, 1899. [1599a]

**AN EVENING CONCERT**  
will be given  
TO-MORROW EVENING,  
(FRIDAY), the 29th December, 1899,  
in  
THE BUNGALOW, KOWLOON.  
(Kindly lent for the Occasion by the Hon.  
C. P. CHATER, C.M.G.)

In Aid of  
**THE "MISSUS AND KIDS" FUND.**  
Under the Patronage of  
Colonel RETALLICK and Officers of the  
HONGKONG REGIMENT.

Colonel RETALLICK, H.K.R., in the Chair.  
By kind Permission of Colonel RETALLICK  
and Officers of the Hongkong Regiment,  
the Band will play Selections  
during the Evening.

**TICKETS**, \$1 each.  
Concert to commence at 9 P.M.

**TICKETS** may be obtained from the Members  
of the Committee: Mr. Aitken, Rev. C. Bone,  
Messrs. Compton, Farr, Jack, Rev. Johnston,  
Longworth, Main, McEneaney, Muskett, Reid,  
Richie, Sayer, Skerchly, Smart, Stackwood,  
Dr. Swan and Mr. Willis; and from the Offices  
of the Hongkong Telegraph and China Mail.  
Hongkong, 28th December, 1899.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR AMOY AND TAMSUI.**  
The Company's Steamship

**"HAIMUN."**  
Captain Hodgins, will be despatched for the  
above Ports, on SATURDAY, the 30th instant,  
at 10 A.M.  
For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.  
Hongkong, 28th December, 1899. [1615a]

**SHEWAN TOMES & CO.'S "NEW YORK" LINE.**

**FOR NEW YORK, VIA SUEZ CANAL.**  
The Steamship

**"ASAMA."**  
will be despatched for the above Port, on  
WEDNESDAY, the 3rd January, 1900.  
To be followed by  
The Steamship  
**"QUEEN ELEANOR,"**  
about the 1st February, 1900.  
and  
The Steamship  
**"MORVEN,"**  
about the 25th February, 1900.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, 28th December, 1899. [1516a]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR SINGAPORE, PENANG AND CALCUTTA.**  
The Company's Steamship

**"KUMSANG."**  
Captain Payne, will be despatched as above  
on THURSDAY, the 4th January, 1900, at Noon.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, 28th December, 1899. [1614a]

**Entertainment.**

**THEATRE ROYAL, CITY HALL.**

**GRAND ENTERTAINMENT**  
will be given on  
SATURDAY, the 6th January, 1900,  
in the  
THEATRE ROYAL,  
at 9 P.M.

In Aid of the  
**SOUTH AFRICAN FUND.**  
Under the Patronage of  
H.E. Sir HENRY & Lady BLAKE,  
H.E. Major-General & Mrs. GASCOIGNE,  
Commodore & Mrs. POWELL,  
and all the  
Leading Citizens.

The Booking Office at CITY HALL will be  
OPEN on WEDNESDAY, the 27th December,  
at 10 A.M. **ADMISSION** \$3 all over the House.

The ENTERTAINMENT will be repeated  
on WEDNESDAY, the 10th January. **ADMISSION** \$2, to Dress Circle. \$1, to Pit,  
Soldiers, Sailors, Police and Volunteers in  
Uniform Half-price.  
Hongkong, 22nd December, 1899.

**NOTICES TO CORRESPONDENTS.**

[It is requested that all communications relating to Subscriptions, Advertisements, etc., be addressed to the Manager, Hongkong Telegraph, and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.]

**TO ADVERTISERS.**  
Advertisements are requested to forward all notices intended for insertion in this paper not later than Three o'clock on a Friday to reach the Editor's office. Notices not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

## Intimation.

**A. S. WATSON & Co., LIMITED.**

**GOODS**  
FOR THE  
**FESTIVE SEASON.**

**A VARIED COLLECTION OF ARTICLES SUITABLE FOR PRESENTS.**

**CUT GLASS BOTTLES.**

**MEERSCHAUM PIPES, CIGAR AND CIGARETTE HOLDERS.**

**POUCHES, &c.**

**SMOKERS' SUNDRIES OF ALL KINDS.**

**PERFUMES IN ELEGANT CASES.**

**THE PUREST AND BEST CONFECTIONERY.**

**WINES AND SPIRITS.**

**SCOTCH WHISKIES, IRISH WHISKIES, AMERICAN WHISKIES, BRANDIES, PORTS, SHERRIES, CLARETS, LIQUEURS, CHAMPAGNES, &c., &c.**

**OF THE FINEST QUALITY.**

**CHRISTMAS AND NEW YEAR CARDS.**

**A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.**

**ESTABLISHED 1841.**

**BIRTH.**

At No. 6, Yangtze Road, Shanghai, on the 22nd of December, the wife of D. PLASCHKE, of a daughter.

**MARRIAGES.**

On the 18th December, at St. Andrew's Cathedral, Singapore, by the Rev. D. Holland-Stubbis, ELIZABETH (BESSIE), second daughter of John Chillingworth, of Chippinghurst, Oxfordshire, to GUSTAV ANSTOBER, Singapore.

On the 22nd of December, at the Synagogue Beth-El, Shanghai, by the Rev. J. Sudka, DAVID, second son of M. Goldman, of Japan, to CLARA, eldest daughter of Alexander Serebrenik, of Odessa (Russia).—Japan, American, Singapore, and Russian papers please copy.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, DECEMBER 28, 1899.

**NOTES AND COMMENTS.**

**DANGEROUS NUISANCES.**

There are many instances of laxness on the part of our officials which, though apparently of an insignificant nature in themselves, are bound to lead sooner or later to a catastrophe and result in a popular outcry and much talk as to the utter disregard paid to the safeguarding of the public in the Colony of Hongkong. We do not mean to say that those responsible for the safety of the public willingly wink at abuses which endanger those whose servants they are, but, so long as matters go smoothly and nobody comes to grief, no steps are taken to remove an existing danger. The Authorities are always content to wait until the horse has been stolen before it ever occurs to them that it might be advisable to close the stable door.

**THE STONE-BREAKING NUISANCE.**

One of the principal dangers to which the public of Hongkong are exposed is that to be apprehended from the chips of granite flying from beneath the hammers of stone-breakers or masons employed on the roadside. These men ply their calling wherever a new building is in course of erection, and, as often as not, are allowed to do their work on the sidewalk without let or hindrance. The result is that sharp chips and splinters of granite fly about on all sides and the passer by is obliged to run the gauntlet of a small fusillade of chips, any one of which may have the power of ruining the sight of an eye for life. Of course it is seldom that such an accident happens, but the danger is there nevertheless, and it is the duty of the Authorities to see that it is removed. But it is, we presume, useless to hope that any move will be made in the matter. We shall have to wait until such time as an Official Member of Council has had his eye knocked out by a splinter, then, perhaps, stone-chipping on the roadside will be prohibited.

**MAN-TRAPS.**

In the present transitional stage of Hongkong, when the business portion of the town is being shifted bodily to the Reclamation, one cannot expect the new roads to be in first-rate order, but still, as the roads have been opened and are of necessity made use of daily, the Authorities might at least make an effort to render them as safe as possible. Take the new portion of Pedder Street stretching from the Hongkong Hotel to the sea front. Where it joins the new Praya there is a sudden drop of several inches and we have seen rickshaws capsized there, to the discomfort and danger of the occupants. All that is required is a few baskets of earth dumped on the spot and the danger would be averted, but no, our Authorities prefer to

allow the man-trap to remain, although fully fifty per cent of those coming from Pedder's Wharf use this thoroughfare. In many instances, too, the manhole covers of the drains and the hydrant covers project above the new roads and form veritable stumbling blocks after dark. A very little forethought and energy would remedy this.

**MAT SALLER.**

MAT SALLER's return to the war was only to be expected and was, indeed, predicted by those of the British North Borneo Company's officers who, from their long residence amongst the natives in far away Borneo, had learned to thoroughly appreciate the native character. Gentlemen of the native character and race do not understand the policy of mercy. The grim old law of an eye for an eye and a tooth for a tooth is the only one that appeals to them and, in all probability, the Borneo rebel did not look upon the pardon magnanimously granted by Mr. COVIE as an evidence of the desire of the British North Borneo Company to live at peace with its native subjects, but as a direct proof of weakness and fear. At the time it suited the book of MAT SALLER to submit and hand in his allegiance, but he and his friends would have had much more respect for the government of the Company had they insisted upon his undergoing penal servitude for life, or expiating the slaying of Mr. JONES upon the scaffold. True, he might not then have met Mr. COVIE with honeyed words, but a little perseverance upon the part of the Company would have assuredly ended in his capture and would have been considerably cheaper in the end. The Company must learn to trust more to the opinions of some of the smart young officers (several of whom we could name) who have studied the native character thoroughly and would be by far the best advisors for the heads of the Company. One year in the jungle is worth ten in an office, so far as a true knowledge of the natives, their ways and ideas is concerned.

**REUTER'S TELEGRAMS.**

**THE WAR.**

**Natal.**

News from Ladysmith, dated 20th instant, says that General Buller's reverse at the Tugela was received by the garrison with equanimity. Everyone is confident that the relief is only postponed for a short time and that the town can hold out indefinitely.

News from Chieveley, dated 20th instant, states that 1,000 Boer guns bombarded the Boer positions at Colenso for some hours on the morning of the 20th. The enemy did not reply. The British force is eager for battle.

**Modder River.**

The situation at Modder River is unchanged. General Methuen is well entrenched and the enemy is not molesting him.

**Cape Colony.**

Capt. Dalgety with 150 police has occupied Nordrecht. The Boers are retreating.

**General.**

Pink eye has appeared among the Boer horses and also among the horses in General Gatacre's command. Dysentery is somewhat prevalent especially at Modder River. General Joubert has returned to the front after his illness.

**Cape Colony.**

Evidence is daily accumulating of widespread sedition at Cape Colony which implicates three members of the Cape Parliament.

**Natal.**

A War Office despatch from Maritzburg, 24th instant, states that Col. Farcott of the 5th Lancers has been severely wounded, Major King, Captains Watten and Oakes and Adjutant Hulse slightly wounded also 9 men killed and ten wounded. The despatch gives no details of any engagement but the list shows that the casualties amongst the men are chiefly from the Gloucesters.

**WEATHER REPORT.**

The Observatory report says:—

On the 28th at 11.55 a.m. the barometer has fallen slightly in S. China and over the Philippines. Pressure remains high over N. China, with moderate gradients and strong monsoon on the coast and in the N. part of the China Sea. **FORECAST**—Fresh N.E. winds; fair.

**LOCAL AND GENERAL.**

H.M.S. *Relief* left Shanghai on Friday last *Chinkiang*.

THE *N. C. D. News* says that H. E. Li Hung-chang will hasten down to his new post at Canton in order to enter on his duties before the seals are put away for the new year.

THE *Batavia Nieuwsblad* bears that the Government intends, in a few months more, to do away with the "Schutterij" or forced militia service in Java. Those liable to service will have to pay a tax. The money thus coming in will be spent in raising the strength of the police force.

At Sourabaya, there is a great scarcity of coal which has become so dear that petroleum refuse is coming into favour as being equally good and quite cheap. The refuse comes from the oil works of the Dutch Petroleum Company in that quarter. Iron, too, is scarce at that port, and prices for certain sizes and dimensions of that metal have risen considerably.

THE return of communicable diseases reported as occurring in the Colony during the week ended 23rd December, now from cases of plague and one of all-pox, all of which proved fatal.

From the publishers, Messrs. Kelley & Walsh, Ltd., we have received "The China Coasters' Book, and Nautical Pocket Manual for 1900." This most compact little work contains a host of information useful to the China Coaster as to tides, port regulations, signals, etc., and may be looked upon in the light of a miniature "China Coast Directory."

THE Annual Meeting of the St. Peter's Seamen's Church and Mission will be held in the Kowloon Institute, on Friday evening, December 29th, when an account of the work of the year will be presented. The chair will be taken by the Right Reverend the Bishop of Victoria at 7.30. Address will be delivered by the Bishop, the Rev. Francis Flynn, R.N. and others.

THE *s.s. Wuchow* returned to Hongkong yesterday with no less than fifteen European passengers who had been spending their Christmas holidays on the West River. We hear that the steamer companies have now altered their sailings to allow of the whole of the river being negotiated in daylight, that is to say, the scenery passed at night on the trip is passed in daylight on the down. Nobody should miss the chance of seeing this magnificent waterway with its endless string of traffic.

DR STEU, the Director of the Botanical Gardens at Buitenzorg, has travelled throughout Java on an important official mission. He had to choose out suitable spots on which to start experimental farms to show the natives how to till the soil to the best advantage. The plants which the natives usually cultivate will be grown scientifically for their instruction at these farms. The Government meets all the expense. In short the Government proposes to teach the cultivating class how to make the most of the ground under crop.

A CORRESPONDENT of the Samarang *Locomotief* complains of Dutch commercial enterprise flagging in the Moluccas. He has no hopes whatever of matters improving. He instances the firm of Tieleman and Dros, whose wares command ready sale there. Dutchmen were proud of this firm for its preserved provisions finding a market abroad, especially at Singapore. The firm has now passed wholly into British hands, and its business will be conducted with British capital. No capital for such a profitable venture could be found in Holland.

PROFESSOR Koch intends to proceed to New Guinea and Australia on mosquito-research upon finishing his in Java. The *Locomotief* says that the Professor's investigations have so far proved disappointing there. He had in that island hardly met with any case of the malignant malaria with high temperature, unconsciousness of the brain, and typhoid symptoms which came under notice in Egypt and in some districts of Italy, especially in the months from July to October. But the mosquito theory of fever—which, in his opinion, is the main thing—he thinks to be fully borne out by research in Java. That theory, in short, comes to making out that certain sorts of mosquitoes convey malaria parasites to human beings. The two kinds of these dangerous mosquitoes found in Italy are also found in Java.

**HONGKONG LEGISLATIVE COUNCIL.**

This afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present: His Excellency the Governor (Sir Henry Blake, C.M.G.), the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), the Hon. H. E. Pollock (Acting Attorney-General), the Hon. R. Murray Rumsey (Harbour Master), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. C. P. Chater, the Hon. Dr. Ho Kai, the Hon. E. R. Bellios, C.M.G., the Hon. J. J. Keswick (Clerk of Councils).

The Clerk of Councils read the minutes of the last meeting.

The Hon. Colonial Secretary proposed the adoption of Finance Committee Report (No. 12).

The Colonial Treasurer seconded, and the proposition was carried.

The Hon. Acting Attorney-General in proposing the second reading of the Bill entitled *The Piers Ordinance, 1899*, said that the Bill had been much commented upon and a compromise had been arrived at.

The Hon. Colonial Secretary seconded, and said that the matter had been referred to the Secretary of State for the Colonies, who had replied that he was not willing to abandon the extra rents to be received but that each case would be considered on its merits.

The Hon. E. R. Bellios, in opposing the Bill, said that the Kowloon Wharf and Godown Company had been exempted from the action of this Bill and he believed that when the other wharves were brought under His Excellency's notice they would also be exempted. The hon. gentleman characterised the Bill as being most unjust, giving figures to that effect. He pointed out that wharves were of great public service as regards the landing of foodstuffs and that the opium farmer paid money into the Public Treasury for the right of search on these wharves.

The Hon. Acting Attorney-General said that Mr. Arnold, Secretary of the Company of which the hon. gentleman was Chairman, who had been on the Committee for the consideration of the Bill had not objected to the rents to be charged for the piers as extra onerous. He proposed that the Bill be read a second time.

The Hon. Colonial Secretary seconded. Passed.

The Council then went into Committee and the Bill was read, clause by clause.

The Hon. E. R. Bellios proposed that the schedule of charges should be reduced by one half.

The Hon. Director of Public Works pointed out that the owners of wharves had got a very profitable investment.

The Harbour Master pointed out the advantages enjoyed by the Hongkong Canton, and Macao Steamboat Company.

The Hon. E. R. Bellios said he was very surprised when he heard that Mr. Arnold had been on the Committee for the Bill.

The Hon. C. P. Chater said that the matter had been under consideration for the last twelve months and that the schedule now under argument was the outcome of a Committee in which Mr. Spencer held office. He was therefore unable to support the hon. gentleman in his various amendments.

Amendment put and negatived.

The remaining clauses were passed.

H.E. the Governor, before reading the dispatches he had received on this Bill, said he did not think the pier owners need be at all alarmed, as no Government would ever think of removing an expensive pier without compensation.

The Hon. Act. Attorney General proposed and the Hon. Colonial Secretary seconded that the Bill be read a third time. Passed.

The Council then went into Committee on the Bill entitled *An Ordinance to amend the Companies Ordinance, 1877*, which was read clause by clause and passed.

The Bill was then read a third time and passed.

The Acting Attorney General then proposed the third reading of the Bill entitled *An Ordinance to Amend the Dangerous Goods Ordinance, 1873*.

The Colonial Treasurer seconded. Passed.

The Acting Attorney General proposed the third reading of the Bill entitled *An Ordinance to provide for the summoning of Chinese before the Registrar-General*.

The Colonial Secretary seconded. Passed.

The Colonial Secretary said he had received a letter from the Chamber of Commerce asking for a further postponement of the Bill entitled *An Ordinance to amend and consolidate the law relating to the carriage and possession of Arms and Ammunition*, as owing to the absence of some of their members from the Colony, they had not been able to give the Bill the discussion which it deserved. They asked that the consideration of the Bill be postponed for a fortnight.

The Acting Attorney General raised no objection and said he had, at the request of the Secretary of the Chamber of Commerce, forwarded to that body papers relating to the Bill.

The further consideration of the Bill was postponed for a fortnight.

The Council then adjourned to this day fortnight.

**HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.**

The fifteenth general meeting of the shareholders in the Hongkong High Level Tramways Co., Ltd., was held to-day at the Company's Offices. Mr. Hart Buck presided. The other gentlemen present were: Messrs. C. Ewens, J. Orange and C. W. Dickson (Consulting Committee); J. Jupp, A. H. Mancell, G. Stewart, and W. C. Taylor (Secretary).

The Chairman said—Gentlemen, with your permission I will follow the usual custom and take the report and statement of accounts as read. I am pleased to be able to congratulate you on a successful year's working, our traffic receipts showing an increase over last year of more than \$17,000. To arrive at this result, naturally our working expenses have also been considerably larger, and you will notice that the account Salaries and Wages shows an increase of \$1,618.05, and that of Maintenance and Repairs of \$3,599.44. This additional expenditure has been principally caused by our largely augmented service, which has necessarily led to increased wear and tear, especially on our ropes, two of which were worn out in seven months. I am pleased to say, however, that our present rope is wearing much better, and as the makers at home now know the exact temper of steel that is necessary we can, I think, look forward with confidence to our future ropes lasting much better. Before moving a motion of thanks, report and accounts I shall be very pleased to answer any questions shareholders may wish to ask.

There being no questions, the Chairman proposed the adoption of the report and accounts.

Mr. C. Stewart seconded.

Carried.

The Chairman proposed that Messrs. C. Ewens, J. Orange and C. W. Dickson be re-elected to the Consulting Committee.

Mr. Mancell seconded.

Carried.

Mr. Ewens proposed the re-election of Messrs. Fallerton Henderson and W. H. Potts as auditors.

Mr. Jupp seconded.

Carried.

The Chairman—That is all the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow morning. Thank you for your attendance.

**PIRACIES IN CANTON WATERS.**

In the neighbourhood of Canton piracy still appears to be rampant, as the following cases, cited by the *Tsun Wan Yat Po*, will show.

On the 22nd ult., a paddle-junk was pirated on a voyage from Loong Kong to Canton, the pirates leaving her after robbing the passengers.

Only a few days ago the *Aian On* junk was pirated near the mouth of the Kan Sak river, her cargo of silk, valued at about \$10,000 being looted. Assistance was obtained from a silk factory near by and three pirates were killed and three arrested, but the rest, with the booty, escaped.

On the 26th instant the *Kut Tsung* junk was pirated near the Chin Tong river; amount of loot unknown.

On the 25th, a Nam Yau junk, while on her way to Canton was boarded by pirates but the crew, who discovered their presence, confined them below and with the help of another junk, beat off a gang of pirates who attacked them in a sampan. The passengers were then searched for arms and the pirates discovered and handed over to the nearest Mandarin.

**TUNG-WA HOSPITAL.**

The Directors of the Tung-wa Hospital beg to acknowledge with thanks the following Donations to the Fund for the extension of the Hospital:—

**SOUTH AFRICAN WAR.**

**"SAILORS' AND SOLDIERS' FAMILIES' FUND."**  
The Undersigned begs to acknowledge with thanks receipt of the following subscriptions to the above Fund.

T. JACKSON,  
Hon. Treasurer.

Further subscriptions will be thankfully received.

Already acknowledged \$71,635.22

G. Stewart further subscription..... 150

Harry D. Jones..... 25

Fochoch subscriptions:—

G. M. H. Playfair..... 100

W. P. Gaulton..... 50

W. Knight..... 50

W. Lay..... 50

W. Graham..... 50

A. Baker..... 50

A. J. Simpson..... 50

R. J. Moss..... 50

A. W. Kingshaw..... 50

R. Greig..... 50

F. J. Kentzsch..... 50

M. W. Greig..... 50

W. H. Wallace..... 50

J. J. Underwood..... 50



## WAR NEWS.

From Dutch Sources.

The HAGUE, December 16th.  
A telegram from Pretoria confirms the report that the English have succeeded in capturing a Boer position and their artillery near Lombard's Kopje and German Red Cross ambulance parties have arrived at Pretoria and were received with great enthusiasm.

2,000 English attacked the Boer position at Stormberg, but had to retreat without effecting anything.

The English Press does not deny Gatacre's defeat. This will encourage the Boers and the Africans in Cape Colony. The English were 3,000 strong, and 12 guns and 4 maxims.

Their total loss is unknown as yet.

In the Modder River fight, Gatacre kept his position, and made 12 English prisoners of war. At Stormberg 683 prisoners were taken.

A small party of English troops made a night sortie from Ladysmith, and destroyed a Boer gun. On returning however they lost 60 men.

General White has many men down with sickness.

A strong brigade took up a position 5 miles south of Colenso.

After the defeat at Stormberg, General Gatacre's division retreated in disorder, but assembled later on at Sterksfontein.

General Buller has failed to capture Laagerfontein.

THE HAGUE, December 13th.

In the engagement with Gatacre's force, the Boers had six guns and they took three guns.

On Monday, Lord Methuen's force attacked the Boer entrenchments near Magersfontein. The artillery of the Boers was apparently silenced at one time, but the Boers suddenly opened a heavy rifle fire upon their assailants and beat them off.

Lord Methuen reports that this action was a general engagement, which lasted from dawn to dusk and that the fighting had extended over six miles. The Boers took forty-one prisoners.

In the action at Stormberg with Gatacre, the Boers lost four killed and nine wounded. Gatacre has left Molteno, and has retreated south.

On Tuesday, a part of the garrison of Ladysmith sallied out, and destroyed a Boer howitzer on Surprise Hill, but were beaten back by the Boers with heavy loss.

General White reports that, within Ladysmith, there were thirty patients suffering from dysentery, and that the state of health of his troops leaves much to be desired.

Boers from Ladysmith are advancing upon Wesselen to cut General Buller's communications south of Frec.

## WAR NOTES.

AN INDIAN CRITICISM.

LONDON, November 29th.  
In an article headed "Nemesis" the Military correspondent of the *Civil and Military Gazette* alleges, from private information, that the unreadiness for war in South Africa was due to the firm belief, shared by General Buller, that the Boers would never fight, and that the despatch of the Indian contingent would avert war. It severely criticises the suppression of General Buller's report, which was a failure as Commander-in-Chief in India, and as Quartermaster-General at Home.

The writer has also laid his hands on the staff.

Private letters now to hand, which left Ladysmith just before the investment, point to the state of the staff organisation as being little short of deplorable, and it is openly stated that the loss of the Irish Fusiliers and the Gloucesters is entirely due to the inefficiency of the staff.

Colonel Hamilton's true position was Assistant Adjutant-General and Chief of the Staff to General Buller, and an officer holding such a position sacrificed the interests of the Service by abandoning his true duties.

Private notices from Ladysmith confirm this opinion, and *Nemesis* is apparent both at Elandsfontein and in the unfortunate sortie from Ladysmith.

WRINKLES FOR THE WAR.

Before the Cavalry Regiments which were sent from India left this country, they were presented with a few very useful little "wrinkles" by General Lockie Elliott, the Inspector-General of Cavalry in India. One of these was—"Never trust a Boer alive or dead, for nine times he'll do you if he's the former, and it is only slaying when he's the latter." The other was to take a large supply of wire clippers with each Corps.

The soundness of this latter hint is at once apparent, for it is not necessary to point out how quickly cavalry could be put out of action and stopped by wire entanglements, or how, for instance, their progress would be stopped by a long chain of wire fencing round a railway.

As to the other bit of advice tendered the horse soldiers concerning the amount of reliance to be placed in a Boer, we have had already some telling examples. "Kill him first and talk about terms with him afterwards" seems to be a very sensible maxim.—*Madras Mail*, Dec. 1st.

## BETTING ON THE WAR.

One of the most remarkable results that have yet attended the universal interest that is being taken in the war, and in South African and military matters generally, is that a large number of people are making and taking bets on the various points of interest that arise as the campaign proceeds.

Even before hostilities commenced, a well-known member of a leading West End Military Club had a large sum, and backed his prediction of the plan of campaign that he thought it probable would be pursued by the Boers; and since then not only his fellow members, but those belonging to other clubs, have followed his example, and if they have a notion as to what the next two or three days will bring forth they back it for all they are worth.

But besides the immediate course of events, there are one or two bets that it seems probable will not be decided just yet, and these are that Kimberley will fall before the assault of the enemy, another that the Boers will not win more than two serious battles, and yet a third that the campaign will be over in six months; and in this connection it may be mentioned that the amount of money laid against Kimberley falling is enormous.

Of course, it is not only in the West End clubs that betting like these are being made. One or two striking-price bookmakers have found so many of their clients ready, and even anxious, to do business about the war, that they are obliging them by taking bets upon it. As, however, the bookies are cooler, not only in his patriotism but in his head, it is probable that he will win and, indeed, from the nature of some of the bets made—one of which, for instance, is ten to one that the British will win all the first three battles—he certainly does serve to.

Working men are betting little on the war, but clerks, shop assistants, medical students, and, more remarkably still, actors, are said to be joining in the latest variation of the war game with hearty good will, and, if they are losing money, they don't appear to mind it.

## STRAITS SETTLEMENTS TRADE.

HEAVY INCREASES.

The Straits Settlements returns of imports and exports during the third quarter of 1899, have been published.

DOLLAR AND STERLING INCREASES.

IMPORTS.

The figures given show that the imports of merchandise into the Colony in the corresponding quarters of 1898 and 1899 were: 3rd Quarter of 1898, \$62,708,246 = £6,074,861, 3rd Quarter of 1899, \$65,889,123 = £6,529,279. Increase in dollars, \$3,180,877. Increase in sterling, £445,418.

The exports of merchandise from the Colony in the quarters under comparison are: 3rd Quarter of 1898, \$50,583,682 = £4,909,295, 3rd Quarter of 1899, \$59,957,160 = £5,933,257. Increase in dollars, \$9,373,478. Increase in sterling, £1,023,962.

The whole trade has been converted into sterling at the average (demand) rates for the respective quarters 1/11 for 1898, and 1/11 for 1899, but any comparison in sterling is not strictly applicable to goods which have their origin in silver currency countries.

THE QUARTERS COMPARED.

SINGAPORE.

Imports.  
1898: \$46,864,440 = £4,539,993. 1899: \$50,162,161 = £4,963,995. The increase is about \$3,300,000. In tin ore alone, the increase is \$2,671,438.

Exports.  
1898: \$37,884,878 = £3,670,098. 1899: \$44,010,478 = £4,355,202. An increase of over \$6,100,000. Tin accounts for an increase of \$3,911,746.

PENANG.

Imports.  
1898: \$15,335,797 = £1,485,655. 1899: \$15,261,979 = £1,510,301. A decrease of about \$70,000. Tin, however, shows an increase of nearly \$3,970,000.

Exports.  
1898: \$12,150,027 = £1,177,033. 1899: \$15,382,383 = £1,522,213. An increase of over \$3,200,000. The increase under tin is, however, \$5,100,429.

MALACCA.

Imports.  
1898: \$308,008 = £29,213. 1899: \$404,983 = £46,013.

Exports.  
1898: \$548,777 = £53,164. 1899: \$564,299 = £55,812. An increase of over \$10,000. An export increase of over \$15,000.

MAT SALLEH AGAIN.

The *Straits Times* of 19th instant says:—

There is considerable unrest in the British North Borneo Company's territory, the moving spirit being Mat Salleh, Mr. Cowie's old friend. Despite sensational rumours, however, it is not at all certain that fighting has taken place—certainly it had not taken place up to the 17th inst. Writing on that date from Sandakan, Mr. Cook, the acting British Consul Agent, in a letter which arrived this morning, gave no news of fighting having occurred up to that date. In that case, it is not likely that fighting had occurred. Moreover, the Consul Agent stated that Capt. Harrington, of the Police, was eager to seek out Mat Salleh, but that before any active measures were taken every effort would be made to settle the points in dispute peacefully. It has been stated that Mat Salleh was, prior to the 17th, in the Tambunan country, with a reported armed force of 400 men, and that fighting had commenced between the Tambunans and the Tejohs, but of this the Consul Agent makes no mention. We prefer, therefore, to think the statement is not true.

The Sandakan correspondent of the *Singapore Free Press* says:—

The appointment of Mr. Hugh Clifford to the Governorship of Labuan and British North Borneo gives general satisfaction. One of his first duties will be to settle with Mat Salleh peacefully or otherwise; there is no doubt the latter gentleman is on the "War Path" again, and a force of men have already left Labuan, whilst bearer takes another force, together with some guns, from here to-day. This promises to be the final bout with this gentleman; at least it is to be hoped so. Several District Officers are understood to be in a state of siege.

THE KAISER'S SHOOTING.

The German Emperor did well with his gun when in England. On one day he rode out in Windsor Park, and afterwards joined a shooting party which visited the coverts of the Great Park. The Emperor's gun there fell 178 pheasants and 328 rabbits. On another occasion the Emperor shot in the coverts attached to Cumberland Lodge, and bagged 69 pheasants and 390 rabbits with his own gun.

THE BRIGANTINE "ETHEL."

A telegram from Macassar dated the 17th inst. states that the steamer *Tajura* reports having taken 12 shipwrecked sailors of the *Ethel* from Tenimber Island. The captain, his son, and the mate, it is said have been murdered.

The Brazilian Pereira states that 6 of the sailors of the *Ethel* are from Manila, and that all were arrested by order of the officer of justice.

They are charged with the murder on the 20th of October on the high seas, of Captain Riddell, his son (only 14 years of age), and the mate William Taylor, a Japanese, and a native named Jenz. Also with scuttling their ship.—*S. P. Press*.

COMMUNICATION AT SEA.

An unusual incident happened on the homeward voyage of the Castle liner *Carlsbrok Castle* from the Cape. The English letters not having arrived before the *Lismore Castle* sailed from Cape Town by home, the captain of the *Carlsbrok Castle*, which was to sail the following day, good-naturedly undertook to deliver the letters to the disappointed passengers of the *Lismore Castle* on the high seas.

On overtaking the *Lismore Castle* the captain had the letters enclosed in a tin box and soldered up. This was put into a flour-barrel, and having passed the *Lismore Castle* and got well ahead of her, the barrel was dropped overboard, the captain of the *Carlsbrok Castle*, at the same time, hoisting a signal which had been pre-arranged.

The *Lismore Castle* coming up on her course in due time picked up the barrel and so the passengers received their anxiously waited news from home. They expressed their gratitude on their arrival in England by sending to the commander of the *Carlsbrok Castle* a beautiful illuminated address, on which was depicted a barrel floating on the high seas bearing a red flag, the barrel being supported by two pretty sea maidens.

## LOVE CHARLES BERESFORD.

HIS APPOINTMENT.

It was definitely stated last week, in November, that Lord Charles Beresford had been offered and had accepted the post of Admiral second in command of the Mediterranean Squadron. The appointment was now officially confirmed. Lord Charles Beresford, who is now 64 years of age, is a very high official in the Navy, and will be welcomed especially by the officers and men of the squadron in question. By a happy coincidence, the senior officer of the squadron is Vice-Admiral Sir John Fisher, an officer who is in complete accord with the captain of the *Condor* on all professional subjects. They are both progressive in their ideas as to naval subjects. This appointment will, however, close Lord Charles Beresford's naval career, which opened, so far as the outside world is concerned, when twenty-four years ago, he acted as naval aide-de-camp to the Prince of Wales on the occasion of his Royal Highness's visit to India. He advanced from the enviable position of an officer of distinction to that of a popular hero when, as captain of the *Condor*, he so bravely took that little ship into action at the bombardment of Alexandria. After the bombardment he landed, and with a small body of Royal Marines, instituted a police system that was praised on all hands. Thus he won his captaincy, was mentioned in despatches, and gained more honours, official and otherwise, on this one occasion than fall to the lot of most officers in a lifetime.

Lord Charles subsequently served in the Sudan with the Nile Expedition for the relief of General Gordon at Khartoum. Since he became a Rear-Admiral he has sat in the House of Commons as member for York.

DOCTORS' DIFFERENCES.

In commenting on the conflict of the medical evidence, tendered in the case of Stenhouse v. the North Boulder G. M. Co., which occupied the Supreme Court of Perth for several days, Mr. Moorhead said that doubt was the mother of science, and he thought she must have a numerous progeny among the medical profession in Perth. In a recent case one set of doctors in that court had said that a man had suffered from a simple fracture of the arm, and that it had united perfectly, whilst another set declared that there had been comminuted fracture, and that the ends of the bone had been overlapped and set in that way. An X-ray photograph of the fracture showed the latter theory was correct. Continuing his comments, Mr. Moorhead said: "We lawyers make mistakes, but our mistakes are elevated 6 feet high, and we are assisted by a judge and jury, but the mistakes of the medical profession are buried 6 feet under ground, and no one knows anything of them."

UP IN A BALLOON.

Such reports as have been received from those who were watching for the Leonides shower state that the weather disappointed them. The Rev. J. M. Bacon, Rector of Cold Ash, Berkshire, his daughter, and Mr. Spencer, an aeronaut, had a remarkable experience. The Rev. gentleman is a well-known scientist, and he arranged to make astronomical observations from a balloon. The party left Newbury early on the morning of the 16th of November and after an exciting voyage of ten hours, during part of which time the balloon was said to be uncontrollable, they landed near Neath, in Glamorganshire.

PANAMA.

A correspondent learns that the State of Panama, in the Republic of Colombia, has applied for annexation to the United States. It is the state adjoining Costa Rica and on the line of the Panama Canal. It seems already practically to have succeeded from Colombia, towards the government of which its inhabitants are exceedingly hostile. The State Department at Washington has ignored even the receipt of this request from Panama.

"ONE AND ALL."

M.A.P. tells the following story of Sir Redvers Buller: On one occasion he was proceeding to Canada with a regiment of soldiers. Off the entrance to the St. Lawrence River, however, the vessel was enveloped in fogs and delayed, so that provisions ran short. On an islet near by was a station for shipwrecked mariners, and Sir Redvers went ashore in a boat to ask for assistance. When he arrived, he found the stores in charge of a woman, to whom he applied for assistance. "No," she said, "the supplies are for them who shipwrecked, not for such as you!" But this is a Government depot, and we are servants of the Crown?" replied Buller. Can't help it; yew'm not shipwrecked!" Now Sir Redvers thought he recognised the intonation of the woman's last remark, so he at once assumed the Cornish accent, and said: "What! not for dear old One and All, and I a Buller?" "What! be yew from Cornwall, en? Buller?" Take everything there is in the place; yew'm hearty welcome!"

WHERE A LONG LIFE IS PROBABLE.

Dr. Below, who has practised for many years as a physician in Guatemala in Central America, and also in Mexico, counsels Americans who wish for a long life to settle in the tropics. If we may trust the stories of longevity in this region, which has contributed to the *Tiglicke Rundschau*, the sun is the best of all doctors. Northerners go towards the South, says he, in their craving for more light and more warmth—that is to say, for more sunshine. They will find what they want in the tropics, though with two serious drawbacks: one is malaria, the other is alcoholism. He contends, however, that "the former of these evils is only dangerous for those who play with the tropics. The man who wishes to live long in the tropics ought to be an abstainer from alcohol."

COMMANDERED.

A young Scotsman employed in the Post Office at Johannesburg, who had become a Burgher, was placed in a painful position at the beginning of October. "We were all commanded," he says, "and were told to provide ourselves with guns, ammunition, a horse, and provisions, and to join the Boer forces on the Natal frontier. I had always said that I would not fight against my fellow-countrymen, and so he and his brother died from the city and escaped. But all British Burghers were not so fortunate. One fellow who tried to clear out of the carriage, roughly handcuffed, his legs tied, and informed that when the train left he would be shot. Whether the threat was carried out or not, I cannot say, but I fear the worst."

## GOOD SHOOTING BUT BAD POWDER.

THE FOLLOWING EXTRACT FROM A PRIVATE LETTER RECEIVED IN CALCUTTA FROM A MEMBER OF THE LADYSMITH GARRISON, WRITTEN ON THE 29TH OCTOBER ON THE EVE OF THE INVESTMENT, WILL BE READ WITH GENERAL INTEREST.

"The Boers have very good guns, and shoot very well with them, and I think everybody on our side was immensely surprised when they opened fire on us at 4:50 o'clock at the battle of Elandsfontein. They put their aim well amongst the battery I was near. We should have been very heavily. They have their guns as muzzled by Germans."

OOM PAUL AND HIS NEW PAJAMAS.

HE BROUGHT THEM FROM ENGLAND BUT FOR VERY GOOD REASONS NEVER WORE THEM.

Mrs. Krueger is quite as much of a character, in her way as her distinguished husband, the President of the Transvaal. She has a sturdy will of her own, and it is a saying in her own land that, with any other husband in the world but the one she has, she would rule the household. That does not mean, however, that they swing together beautifully. The question of who is "boss" never arises.

Still there are some things where Mrs. Krueger's word is supreme. On returning from his memorable visit to England Oom Paul brought some modern pajamas. When his wife first saw him in them she cried out sharply: "What's that?"

"Sleeping clothes from England," responded the President.

Mrs. Krueger granted contemptuously, and, after a minute of silence, cried out: "You take those off and come to bed in your velveteen!"

Her husband looked at her a moment and promptly obeyed.

Mrs. Krueger is merely a quiet old lady who all her life has been immersed in household cares and the upbringing of children, and who, like her husband, does not lay claim to culture and has probably never felt the want of it. She is Mr. Krueger's second wife; his first lived but nine months after marriage. The present Mrs. Krueger is somewhat younger than her husband, who has reached his seventy-fourth birthday. She has borne him sixteen children, eleven of whom are living, including five daughters. There is now quite a large clan of President Krueger's descendants.

In the small, unpretentious house used as the presidency, domestic habits are very simple. Mr. Krueger and his wife are still very early risers. It is said Oom Paul is never in bed after 5 o'clock. Before 6 divine service is held, the whole household being present and the President conducting. Then the morning coffee is served, frequently on the verandah.—*New York Herald*.

GEORGE V. WEIGAND DISAPPEARS.

The following, taken from the *N. Y. World*, refers to an old time resident of Shanghai, and doubtless he will be remembered by many:—

Port Chester, Nov. 2.—George V. Weigand, one of the wealthiest men of East Port Chester and prominent in society, disappeared on Monday. He left a note in which he gave his entire estate, which is large, to a sister in New York. Friends believe he has gone to China, where he was once employed as a pilot by the Chinese Emperor on a boat that was hunting pirates.

Mr. Weigand, who is forty years old, is a son of the late Philip Weigand, one of the foremost business men of East Port Chester.

When Weigand was a boy he ran away and went to sea. He went to China, where he obtained employment as pilot of a cutter used in the war against pirates. While on an expedition Weigand's boat was blown up and most of those aboard perished.

Weigand was seriously mangled and the Emperor removed him to his home. After several months of intense suffering Weigand recovered. He returned to East Port Chester. His father gave him a share in his large business. Weigand made considerable money. He was a bachelor and prominent in club life. He was noted throughout Fairfield and Westchester Counties for his fine horsemanship. He drove thoroughbreds and won races on local tracks.

After the death of his father, George was made executor of the estate. He drove to Charles H. Benedict's stables in Port Chester on Monday morning and told Benedict that he would send a messenger with a written order for the team later.

When Miss Annie Weigand opened her brother's safe on Tuesday morning she found a note addressed to her in the order book. Weigand wrote that had he gone away and would never return.

"We will meet in Heaven," the note continued. He wrote that she could take possession of all his property. When Weigand was last seen he was perfectly rational. His accounts are all right. His friends cannot understand his action.

SHIPPING REPORTS.

Captain Bradley, of the steamship *Kutsang*, from Java ports, reports:—Light northerly winds and fine weather.

Captain Hodgins, of the steamship *Hainui*, from Swatow, reports:—Fresh N.E. winds, cloudy and overcast throughout.

Captain Stalkes, of the steamship *Kwong-sang*, from Wuhu, reports:—Wuhu to Hieshans light easterly winds, dull and overcast; Hieshans to Turnabout light variable winds, foggy weather; Turnabout to port fresh N.E. wind and rough sea.

Captain Passmore, of the steamship *Thales*, from Coast Ports, reports:—From Foochow to Amoy light variable winds, smooth sea, overcast and dull weather. From Amoy to port strong N.E. monsoon, considerable sea, cloudy and dull weather. Vessels in Amoy:—*Kwiyang* and *Acania*.

NOT AND A.

CALENDAR.

DECEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer..... 30.181  
Thermometer..... 62.4  
Humidity..... 63.6  
Rainfall..... 0.985

YESTERDAY.

Barometer..... 30.23  
Thermometer..... 67  
Humidity..... 85  
Rainfall..... 0.02

SHIPPING AND MAIL NEWS.

MAILED DUE.

German (*Karlruhe*) to-morrow.  
Indian (*Catherine Ahear*) 30th inst.  
Australian (*Tianhai*) 31st inst.  
French (*Salacie*) 31st inst.  
American (*Onsang*) 2nd prox.  
American (*Coptic*) 10th prox.  
American (*America Maru*) 18th prox.  
Tacoma (*Tacoma*) 18th prox.

The P. & O. Co.'s steamer *Tientsin* left Singapore for this port on the 27th inst. at 8 a.m.

The N. P. S. Co.'s steamer *Abergeldie* sailed from Portland Oregon for Japan and Hongkong on the 26th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Kobe at 11.30 a.m. on Wednesday the 27th inst. and left at 3.30 p.m. same day for Yokohama, where she is due to arrive at 2 p.m. on Thursday the 28th (to-day).

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba*..... at Kowloon Dock.  
*Halting*..... " "  
*Isla de Luzon*..... " "  
*Sinthe*..... " "  
*H.L.G.S. Hertha*..... " "  
*H.M.S. Undaunted*..... " "  
*Kang Ping*..... " "  
*Triumph*..... " "  
*Powen*..... " "  
*D. Juan d'Australia*..... Cosmopolitan  
*Menmuir*..... " "  
*China*..... " "  
*Kunsang*..... " Aberdeen

PASSED THE CANAL.

Outward—1st December—*Salacia*, 5th December—*Benzelrich*, 8th December—*Glenagarry*, *Kigulak*, *Wakata Maru*, *Yanagawa*, 12th December—*Morven*, *Wakata Maru*, *Senjita*, 15th December—*Khoron*, 19th December—*Canton*, *Hanon*, *Langbank*, *Sachsen*, *Atalus*, *Bardon*, *Cathay*, 22nd December—*Habelberg*, *Kanagawa Maru*.

Homeward—22nd December—*Pogidon*, *Hector*.

Shipping.

Arrivals.

CLARA, German steamer, 675, A. Hansen, 27th Dec.—Haiphong, 25th Dec., General.—Jensen & Co.

THALES, British steamer, 819, Passmore, 27th Dec.—Fenchow 25th Dec., and Amoy 26th Dec., General.—Douglas, Laprak & Co.

HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hoihow 26th Dec., General.—A. R. Marty.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 27th Dec.—Java 15th Dec, Sugar.—Jardine, Matheson & Co.

TO-DAY.  
Thursday, 28th December, 1899.  
Chinese—26th of 11th moon of 25th year of Kwang-si.  
Sun—Rises..... 6hr. 37min.  
Set..... 5hr. 20min.  
High water—Morning..... 5hr. 18min.  
Afternoon..... 5hr. 9min.  
Low water—Morning..... 6hr. 11min.  
Afternoon..... 6hr. 21min.

ANNIVERSARIES.  
1851—Great fire in Hongkong; 472 houses destroyed.  
1857—Canton bombarded by Allied forces of Great Britain and France.  
1879—Tay Bridge disaster; 70 lives lost.  
1883—Loss of the *Titanic* with 280 lives.

TO-MORROW.  
Friday, 29th December, 1899.  
Chinese—27th of 11th moon of 25th year of Kwang-si.  
Sun—Rises..... 6hr. 37min.  
Set..... 5hr. 21min.  
High water—Morning..... 6hr. 37min.  
Afternoon..... 5hr. 49min.  
Low water—Morning..... 6hr. 3min.  
Afternoon..... 11hr. 0min.

ANNIVERSARIES.  
1170—Murder of Thomas à Becket in Canterbury Cathedral.  
1809—W. E. Gladstone born.  
1843—Gwalior, the "Gibraltar of the East" taken by the British.  
1848—The Pope Deposed by the Roman Assembly.<



## Intimations.

PHOTOGRAPHIC  
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c. &c. &c.

Coast Port Orders Executed.

ACHEE & CO.,  
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [12393]

# "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-  
THE VICTORIA DISPENSARY,  
HONGKONG.

1247a]

### PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,  
Proprietors and Sole Manufacturers,  
9, Old China Street,  
Shanghai. [1242]

15th October, 1898.

### Dr. KNOX'S ANTIPYRINE

patented  
"LION BRAND."  
In Powder and Crystals, also in Drops of 5  
grains, easily soluble in Water,  
Wine, &c.  
FEVER, RHEUMATISM AND NEURALGIC  
AFFECTIONS,  
NERVOUS AFFECTIONS.

### ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhœa in 1 to 2 per cent. solutions  
possesses similar bactericidal action to  
silver nitrate, but is distinguished by complete  
absence of irritating properties.  
It is requested that the directions on the  
boxes for making solutions shall be implicitly  
followed.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS! [34]

### UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

### CHRISTMAS & NEW YEAR HOLIDAYS.

THE Undermentioned INSURANCE  
OFFICES will be CLOSED for the Transac-  
tion of Public Business, on MONDAY,  
the 1st January, 1900.

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LTD.  
General Managers,  
HONGKONG FIRE INSURANCE CO.,  
LIMITED.

DOUGLAS JONES,  
Secretary,  
UNION INSURANCE SOCIETY OF  
CANTON, LTD.

W. H. PERCIVAL,  
Agent,  
NORTH-CHINA INSURANCE CO., LTD.  
A. S. GARFITT,  
Acting Secretary,  
CHINA TRADERS' INSURANCE CO.,  
LIMITED.

SHEWAN TOMES & CO.,  
Agents,  
YANTZSE INSURANCE ASSOCIATION,  
LIMITED.

GEO. L. TOMLIN,  
Secretary,  
CHINA FIRE INSURANCE CO., LTD.  
Hongkong, 23rd December, 1899. [1569a]

### CHRISTMAS & NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned  
BANKS will be CLOSED for the Transac-  
tion of Public Business, on MONDAY, the  
1st January, 1900, respectively.

For the CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA  
LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCANTILE BANK OF INDIA  
LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
L. BERINDEAGUE,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
HONGKONG,  
CHAMPREY-INCHEBALD,  
Manager.

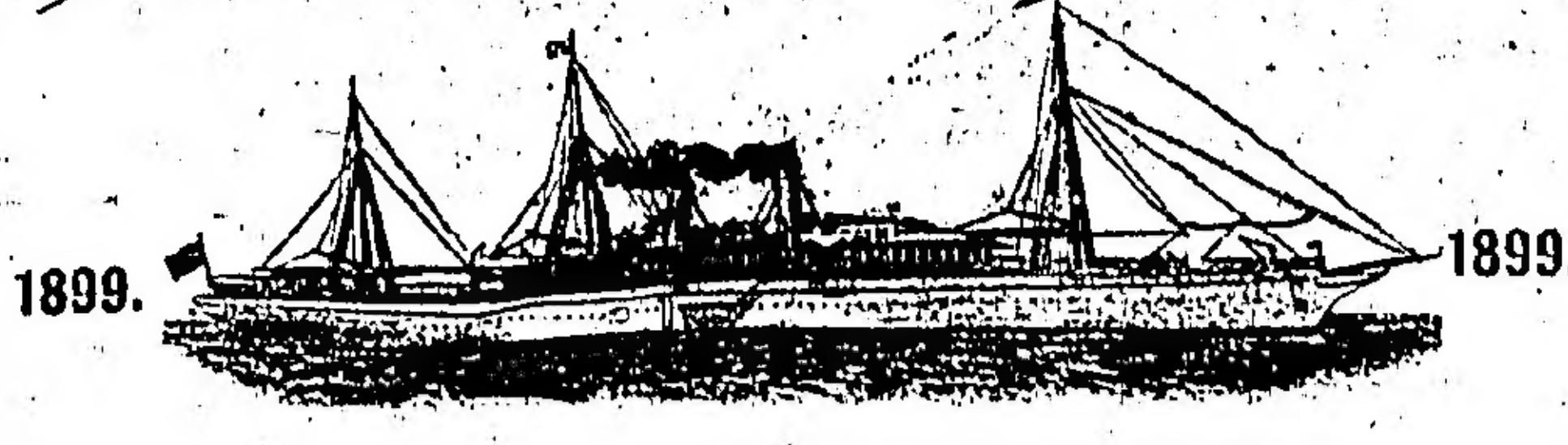
For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOH,  
Agent.

For the IMPERIAL BANK OF CHINA,  
H. W. RUTTER,  
Acting Manager.

Hongkong, 23rd December, 1899. [1569a]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA,  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan. 1900.  
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb. 1900.  
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th Mar. 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at  
Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Parker's Street. [3]

Hongkong, 20th December, 1899.



### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for DARAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

### THE Steamship

"PARRAMATTA"  
Captain A. Symonds, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 6th  
January, 1900, at Noon, taking Passengers and  
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Values of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 23rd December, 1899. [5]

### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan. 1900, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb. 1900, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar. 1900, at Noon.

THE Company's Steamship

"COPTIC"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on SATURDAY, the 20th January, 1900, at  
Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates, and  
particulars of the various Routes may be ob-  
tained upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-em-  
barking at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
to Europe.

PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building.  
S. VAN BUREN, Agent.  
Hongkong, 20th December, 1899. [1569a]

### NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO

Saint Francis... 3,877 | W. Aitken... Jan. 6.  
City of Dublin... 3,328 | J. R. Kane... Jan. 12.  
Breconshire... 3,567 | G. E. Elliott... Jan. 20.

FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGA-  
TION COMPANY.

Alfred... 3,777 | J. Murray... Jan. 27.

THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Ta-  
bles. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the Rocky and Cascade Mountains.  
THE YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M. on the day  
previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED.  
General Agents.  
Hongkong, 23rd December, 1899. [4]

### CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, THE  
UNITED STATES, MEXICO, CENTRAL and  
SOUTH AMERICA, &c.

Strathgyle... 5,023 | about Jan. 10  
Carlisle City... 3,002 | about Jan. 10  
Belgian King... 3,379 | about Jan. 20  
Curmarthenshire... 2,929 | about Jan. 31

THE Steamship

"STRATHGYLE"  
will be despatched for SAN DIEGO VIA  
KOBE, YOKOHAMA and HONOLULU,  
on or about WEDNESDAY, the 10th January.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

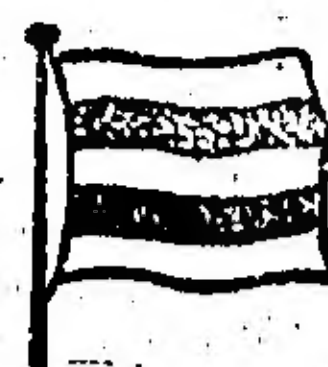
Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th December, 1899. [1569a]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU..... N. Trenant.....	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID }	TO-MORROW, 29th Dec., at Noon.
FUTAMI MARU..... J. Thom.....	{ MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE }	TO-MORROW, 29th Dec., at 4 P.M.
INABA MARU..... W. Bainbridge.....	{ MARSEILLES, LONDON & ANT- WERP via SINGAPORE, PENANG, COLOMBO and PORT SAID..... }	SUNDAY, 14th January, at .....

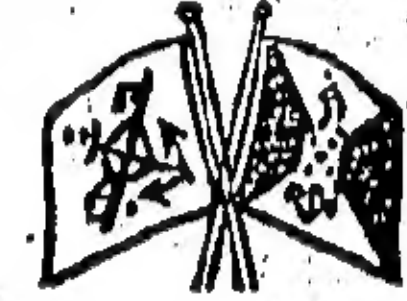
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Prince Central.

A. S. MIHARA,  
Manager.

Hongkong, 27th December, 1899.

### NORDDEUTSCHER LLOYD.

(Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



### HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA..... Bismarck.....	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) }	12th January.
*SARNIA..... Fuchs.....	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) }	About 22nd January.
*SILESIA..... Behrens.....	{ MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG) }	About 31st January.
WITTENBERG..... Madsen.....	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) }	About 5th February.
HOLSTEN..... Bahr.....	{ HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) }	About 10th February.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

### TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG. TOYOTA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan. 1900, at Noon.		
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan. 1900, at Noon.		
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb. 1900, at Noon.		

THE Steamship

"NIPPON MARU,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
WEDNESDAY, the 3rd January, 1900, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained upon application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE, and  
other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
S. VAN BUREN, Agent.  
Hongkong, 20th December, 1899. [1569a]

### Peninsular and Oriental Steam Navigation Company.

HOMEWARD PASSENGER SEASON,  
1900.

### NOTICE.

THE Undermentioned Vessels will sail from  
CHINA DIRECT

MARSEILLES, PLYMOUTH  
AND  
LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Shanghai, Hongkong, Singapore.

Parramatta... 4886 Mar. 27 Mar. 31 April 6

Masilia... 5026 April 10 April 14 April 20

For Freight or Passage, apply to  
H. A. RITCHIE,  
Superintendent, Hongkong.  
4th December, 1899. [1569a]



## AMAZING SUPERSTITION IN TRIPOLI.

Letters from Tripoli report an amazing state of affairs consequent upon the "report" that the end of the world was to come on the 13th of November. The Israelites sent their wives to pray in the synagogues, and most workmen ceased work. The Arabs marched through the town in processions, headed by marabouts carrying the standards of the mosques and firing their guns. Debtors refused to pay their debts, so that trade was almost paralysed. The announcement that the end of the world was at hand produced some effect at Tunis also, though not to an extent to be compared with Tripoli. One of the cases before the Tunisian court was that of an Arab who sued a Jew for a small sum of money. The debtor acknowledged the debt, but asked for fifteen days' delay to pay it. The Arab refused to grant the delay on the ground that the world would be destroyed before it expired. The judge sent the debtor to prison.

## WHAT A MODERN HOWITZER IS.

(Morning Star.)

The 6-inch howitzer which will be included in the equipment of the siege train for the Boer forces at Pretoria is a strong short gun for throwing high explosives with safety to the thrower. No other gun is so safe with lyddite shells.

It is made entirely of steel, of three thicknesses, and its total length is 94 inches. Its weight is 30cwt., and it is fired either from a carriage, or from a solid platform made of oak baulks tied with steel.

THE RECOIL BUSFERS. The howitzer carriage has a cradle fitted with hydraulic buffers, which limit the recoil of the gun to about 18 inches, and which possess springs to return it to the firing position after it has been discharged. The cradle is of steel, and the gun slides in its upper part. The gun is elevated by a hand wheel, and the carriage permits it to be fired either point blank or at an angle of 35deg., while when it is removed from its carriage and placed on a platform it may be fired at an angle of 70deg. TO DROP SHELLS.

Its use is to drop those terrible lyddite shells perpendicularly on the heads of the enemy. The projectiles used are common shells of cast steel, weighing 115lb., and a lyddite shell, which weighs 120lb., but this has not yet been passed. The cartridges which are used consist of a 14 oz. bundle of cordite which may be fired either by friction tube or by an electric exploder—an electro magnet with an armature of the Siemens's shuttle type wound with a single coil of wire.

At a range of 5,200 yards and at an elevation of 42 deg. the flight of the shell would be only half a minute with the full charge of cordite. The lyddite shell contains 19lb. of lyddite.

There are ten men to load and fire each gun, and the limber carries a great assortment of tools. A lifting-jack, a maul, axes, buckets, handspikes, a box of Russian tallow, are only a few of the things that the howitzer needs.

## THE COAL-INDUSTRY IN CHOTA NAGPUR.

IMMENSE MINERAL RESOURCES.

The following interesting particulars in connection with the steadily increasing importance of the coal-mining industry in the Chota Nagpur Division are given in the Annual Report of the Commissioner: "Coal mining," he writes, "is at present confined to the subdivisions of Giridih and Gobindpur, in the Hazaribagh and Manbhum districts, respectively, as these are the only parts of the division where the coal measures are accessible by rail. But with the opening of the Dalton-Baron Railway, on which work is now in progress, the Palamud coal-fields will become available for use; while the projected line up the Damuda valley, the necessity for which has so often been pressed upon Government by the local officers and the Bengal Chamber of Commerce, would throw open the resources of the valuable Kamakuru coal measures and of other parts of the interior of the division which are now inaccessible. In this connection I would draw attention to the great activity apparent at present in developing the coal industry in this part of the country. During the past year, with the sanction of the Board of Revenue, I have granted two important coal concessions in Manbhum to the Equitable Coal Company, Limited, and another, comprising the coal-fields in the Katras Estate, in the same district, to two new Companies, viz. the Nawahar Coal Company and the Lutchpur Coal Company, lately formed for the purpose by Messrs. Bird and Company, of Calcutta. Another application by the Bengal Coal Company for the grant of the coal-mining rights in thirty-five other villages in the Manbhum district has since been filed, and I may mention as a noticeable fact that this concession is only asked for in prospect of the part of the country where these villages are situated being opened up by a railway, and one stipulation made is that the annual payment of the minimum rate of royalty to be fixed under the lease is to be deferred until the coal-fields have in this manner been rendered accessible. Many other similar cases may be cited to show the desirability of opening up the interior of the Chota Nagpur Division, by improved means of communication, with a view to the proper development of its immense mineral resources.—Advocate of India.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—  
Arnold, A. K. Kelly, Mrs.  
Barker, A. M. Lochender, Lord.  
Bachmann, Mrs. E. Langlade, Mme.  
Bingham, Mr. & Mrs. Lillie, J. J.  
Barton, W. T. McKay, A. L.  
Blickendorf, A. McLeod, Mr. and Mrs.  
Brown Bros., N. P. Moldajao, P.  
Butt & Co. Martin, Sig.  
Butt, W. S. McCoy, J. F.  
Blasensky, A. McClelland, Miss.  
Brown, R. A. Morris, R.  
Bourreau, G. Mosley, Mrs. M. E.  
Blisset & Co., Messrs. McGilvray, D.  
Caldor, Miss. Cong, C.  
Chubb, A. Machado, A. E.  
Camillo, C. Maitland, R.  
Cooke, D. Mason, F. O.  
Crook, Miss H. C. Niven, L.  
Charles, W. D. Poincill, C. H.  
Cum Y. W. S. Petchak, M.  
Crose, C. G. Peay, E. E.  
Churchill, W. Plesco, C.  
Christensen, Mrs. B. Pierce, Mrs. D.  
Cowell, J. W. Potter, Rev. H. C.  
Cardona, J. Pelley, Mrs. H. H. L.  
Duggan, Mrs. J. A. Paulsen, W.  
Dubbbs, A. Phillipps, J.  
Dalton, E. O.

Deszo, D. Dawitshaw, Mrs.  
Dickie, R. Duncan, J. W.  
Dauncey, C. Dow, P.  
Dunstan, A. P. Emanuel, A. H.  
Durant, A. Francis, Mr.  
Finnmark, L. Ferrand, A.  
Fondy, G. F. Fiereman, M. G.  
Fiereman, M. G. Ferrand, Mons.  
Femelas, J. Dr.  
Forster, R. C. H. Glasse, Mr.  
Geis, Mrs. G. Goldman, G.  
Grosjean, Mons. Goldshly, S.  
Hudson, L. A. K. Heinsen, & Co. C.  
Heskehi, S. B. Harrison, W. H. C.  
Havit, Maria Hold, J. G.  
Heward, J. C. Haimovitch, E.  
Hagges, Mrs. Hill, Mrs.  
Hardouin, C. Ilpichin, S.  
Johnston, A. H. Jackson, H.  
Johnson, G. C. Karmol, J. J.  
Kynod, J. King, L. H.  
Knoll, Miss L.

List of Registered Covers in Poste Restante.  
Antonietta, Ferrolito.  
Bonamour, P.  
Bourdonnel, Mons. de  
Cusomilis, A. (2)  
Canion, Wm.  
Crawford, J. R.  
Chief Engineer Hong-kong Railway  
Cumming, J. W.  
Ekman, Miss Ida Forsyth, G. G. S.  
Goldman, G.  
Hancock, W. St. J.  
Isam, Fisk  
Jackson, Sergt. C.  
Johnston, W. J.  
Kalandar Khan Khan, Mehta  
Kaufmann, W. W.  
Kohn, Siegfried.  
Lopez, J. C.  
Mayer, A.  
Miller, Miss.  
Melo, Estain Mullins, D.

List of Registered Covers for Merchant Ships.  
S.S. Changsha ..... C. F. Moule.  
S.S. Calcha ..... J. Williams.  
S.S. Carlisle City ..... Geo. Croil.  
S.S. Diomed ..... J. Fleming (Baker). (2)  
S.S. Diomed ..... W. McManis.  
S.S. Iosok ..... G. J. Farrell.  
S.S. Mache ..... D. Pritchard.  
S.S. Patroclus ..... W. R. Wigmore.  
S.S. Parang ..... Chief Engineer.  
S.S. Rosetta ..... Miss Elder.  
S.S. Rosetta ..... M. T. Clarke.  
S.S. Tishan ..... Capt. Anderson.

Entimation.  
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.  
EXCHANGE LINES, \$50 Per Annum.  
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898.

## NEW YEAR'S RESOLUTIONS.

I WILL not delay and put off my duty any longer.

I WILL make provision for the future of my wife and children in case of my death.

I WILL not let them carry any longer the risk on my life when a great Society will take the risk away.

I WILL commence at once to make some provision for my own old age by laying by a sum of money every year to accumulate.

I WILL take an Endowment policy of life assurance, for that will at once create an estate for my family, or will help provide for my own mature years.

I WILL take my policy in the Equitable, because it always pays the promptest, and because it is the safest, having, by millions sterling, the largest surplus of any assurance company in the world.

TO EFFECT assurance apply to the "Equitable's" Hongkong Office.

Hongkong, 27th December, 1899. [16121]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS AT CURRENT RATES.

Hongkong, 28th May, 1895. [16121]

For Sale. FOR SALE. STOCKBROKERS' TELEGRAM CODE. Cloth; 492 pp.—\$50: Postage Extra. Approval.

"CODE," c/o Office of This Paper. Hongkong, 25th November, 1899. [14684]

JAPANESE CURIOS. JUST RECEIVED.

Plenty of TOYS AND FANCY GOODS, AT MODERATE PRICES. D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 16th December, 1899. [13822]

To be Let. OFFICES TO LET. NO. 2A, ICE HOUSE STREET. Immediate Possession. Apply to W. DANBY, Civil Engineer & Architect. Hongkong, 7th October, 1899. [12812]

"HARFORD" MAGAZINE GAP. GODOWNS AT KENNEDY TOWN. GROUND FLOOR, 52, PEEL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 17th November, 1899. [12]

Shipping. STEAMERS. FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain S. Nelson, will be despatched for the above Ports, on SATURDAY, the 30th instant, at Noon, and not at previously advertised. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 27th December, 1899. [13762]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

"TAMSUI MARU," Captain Sobajima, will be despatched for the above ports, on TUESDAY, the 2nd January, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 26th December, 1899. [13132]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "AFRIDI," will be despatched, for the above Port about the middle of January, 1900, and will be followed by "BIRCHTOR" and "ST. REGULUS." S.S. "BIRCHTOR" and "ST. REGULUS." For Freight apply to DODWELL & CO., LIMITED, Agents. Hongkong, 20th December, 1899. [15032]

"SHELL" LINE OF STEAMERS. FOR GENOA AND MARSEILLES. THE Company's Steamship.

"TROCAS," Captain Moses, will be despatched as above on or about the 17th January, 1900. For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 27th December, 1899. [16122]

"SHELL" LINE OF STEAMERS. FOR LONDON. THE Company's Steamship.

"COWRIE," Captain Davies, will be despatched as above on or about the 31st January, 1900. For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 27th December, 1899. [16132]

Shipping. STEAMERS. NIPPON YUSEN KAISHA. FOR MANILA. THE Company's Steamship.

"FUTAMI MARU," 1,500 Tons Gross, Captain J. Thom, will be despatched for the above Port, TO-MORROW, at 4 P.M. This Mail Steamer is specially constructed for Mail Service in the Tropics and is provided with the best Accommodation and with all modern fittings and improvements for the safety and comfort of the passengers. Electric Light and Refrigerator, Doctor and Stewardess. Return Tickets issued by this Company are available for return by steamers of the other Lines. For Freight or Passage, apply to A. S. MIHARA, Manager. Hongkong, 21st December, 1899. [15872]

IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Imperial German Mail Steamship "KARLSRUHE," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, due here with the outward German Mail about the 29th instant, will leave for the above places about 24 hours after arrival. For further Particulars, apply to NEDLUND & CO., Agents. Hongkong, 26th December, 1899. [15892]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and QUEENSLAND PORTS, and sailing through Cargill, New Zealand, &c.) THE Steamship "AIRLIE," Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried. M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th December, 1899. [15282]

## Shipping. STEAMERS.

NIPPON YUSEN KAISHA. FOR MANILA. THE Company's Steamship.

"FUTAMI MARU," 1,500 Tons Gross, Captain J. Thom, will be despatched for the above Port, TO-MORROW, at 4 P.M. This Mail Steamer is specially constructed for Mail Service in the Tropics and is provided with the best Accommodation and with all modern fittings and improvements for the safety and comfort of the passengers. Electric Light and Refrigerator, Doctor and Stewardess. Return Tickets issued by this Company are available for return by steamers of the other Lines. For Freight or Passage, apply to A. S. MIHARA, Manager. Hongkong, 21st December, 1899. [15872]

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OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"DIOMED," Captain Goodwin, will be despatched on TUESDAY, the 9th January. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th December, 1899. [15382]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship.

"TAIYUAN," Captain Nelson, will be despatched as above on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [15962]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship.

"TAIYUAN," Captain Nelson, will be despatched on MONDAY, the 15th January, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [15962]

CHINA NAVIGATION COMPANY, LIMITED. FOR SAMARANG AND SOERABAYA. THE Company's Steamship.

"KANSU," Captain Somerville, will be despatched as above on WEDNESDAY, the 12th January. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [15982]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship "INDRAVELLI," Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900. For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 20th December, 1899. [15822]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"ANTENOR," Captain Jackson, will be despatched on TUESDAY, the 23rd January. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th November, 1899. [15392]

Consignees. "DEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMSHIP "BENGLOE," FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 7th January, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 23rd December, 1899. [16012]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "MASSILIA," FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO & STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:—From London, &c., S.S. "Arcadia." From Australia, &c., S.S. "Victoria & Britannia." From Persian Gulf, &c., S.S. "Arthur, Austria, Canara and Pemba." From Madras, &c., S.S. "Landura." Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized. H. A. FITCHIE, Superintendent. Hongkong, 23rd December, 1899. [15912]

TOYO KISEN KAISHA. NOTICE. CONSIGNEES OF CARGO per Steamship.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. J. S. VAN BUREN, Agent. Hongkong, 7th December, 1899. [13102]

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM MIDDLESBRO, ANTWERP, LONDON, COLOMBO AND SINGAPORE. THE Company's Steamship.

"HITACHI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 1st January, will be subject to rent. All ship-damaged packages must be left in the Godowns where they will be examined on SATURDAY, the 20th instant, and FRIDAY, the 21st January, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office. All claims must reach the Undersigned before the 30th January, or they will not be recognized. No Fire Insurance will be effected. NIPPON YUSEN KAISHA. Hongkong, 25th December, 1899. [16072]

Entimations. F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th May, 1896. [1392]

NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. THE BEST DISINFECTANT. AVIOD ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897. [1172]

NOTICE. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—KEUCE, American ship, D. Whitcomb—Agent, Hard Oil Co.

Entimations. CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND ORFÈVRES. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audenard's Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Soh's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPECTACLES. Nos. 43 & 45, Queen's Road Central. [40]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD. DUNLOP TYRES BICYCLES—PRICE, \$160. A special reliable Watch made for this Climate. Quality A.....\$12 Quality B.....\$10 40, QUEEN'S ROAD, Watson's Building.

MITSUI BUSSAN KAISHA. No. 6, Ice House Street, Praya Central. Head Office.—TOKIO. Branch Offices.—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG AND ALL PORTS IN JAPAN. Agents.—Milki Coal Mines. Kanda Coal Mines. Hokoku Coal Mines. Yoshinomi Coal Mines. Onnoura Coal Mines. No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshino Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanagafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. MITSUI BUSSAN KAISHA, Ltd. Manager. Hongkong, 11th December, 1899. [1492]

## Consignees.

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SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

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LEVY HERMANOS. DIAMOND MERCHANTS, J



## Intimations.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
to the Office.  
Hongkong, 18th August, 1899. [1048a]

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.  
Hongkong, 2nd September 1898. [145]

SIEN TING,  
SURGEON DENTIST,  
No. 10, PAGANUL STREET.

TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 2nd September, 1898. [143]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 1, Queen's Road Central.  
Hongkong, 8th March, 1899. [18a]

VISITORS AT THE HONGKONG  
HOTEL.

Aitken, Mr. J. H. Mr. G. P. Loh,  
Ames, Mrs. L. V. S. Mr. G. P. Loh,  
Andre, Mr. E. C. H. A. and children  
Angus, Mrs. John Macmillan, Mr. A. G.  
Bailey, Mr. W. S. Marques, Mr. E.  
Baker, Mr. D. M. Maslovsky, Mr. W. V.  
Ball, Mr. T. A. Mayston, Mr. J. Y.  
Barker, Mr. A. H. C. McGill, Mr. W. E.  
Barlow, Mr. B. J. Meser, Mr. T. S.  
Beatty, Mr. D. Mines, Mr. A.  
Becher, Mr. C. M. Moall, Mrs.  
Beiben, Mr. E. D. Muhlmann, Mr.  
Berlinger, Mr. E. J. Mumby, Mr. E. J.  
Blackburn, Mr. R. N. O'Neill, Mr. J. J.  
Botenheim, Mr. and Mrs. W. J.  
Branch, Mr. H. Patton, Mrs. and Miss  
Brown, Mr. and Mrs. Peacock, Mr. W.  
Burgess, Mr. G. E. W. Perry, Mr. J. C.  
Carter, Mr. H. B. P. F. R. Purinton, Mrs.  
Clark, Dr. and Mrs. F. R. C. E. Mr. and  
Cannon, Mr. G. Scott Richardson, Miss  
Cullen, Dr. G. J. Robinson, Mr. S. J.  
Cunliffe, Mr. G. E. Schlie, Mr. H.  
Dawson, Com. P. D. Schlie, Mr. H.  
Denroche, Mr. P. D. Schlie, Mr. H.  
Dickie, Mr. R. Schlie, Mr. H.  
Donald, Mr. P. D. Schlie, Mr. H.  
Doyle, Mrs. M. S. Smythe, Mr. A. J.  
Drum, Miss Hamilton  
Duckert, Mr. & Mrs. Seuberlin, Mr. & valet  
Fucker, Mr. W. Sweeting, Mr. H. S.  
Garin, Mr. Hugh Taylor, Mr. B.  
Garin, Mrs. and Miss Tormay, Mr. A.  
Gibson, Mr. & Mrs. K. Trigubai, Mr.  
Goddard, Capt. Tubbs, Mr. L.  
Griffin, Major and Mrs. Vaughan, Mr. H. S.  
Groves, Mrs. Vickers, Mr. C.  
Hall, Mr. R. J. Waghorn, Mr. G.  
Harvey, Capt. Waid, Mr. C. H.  
H. H. Waldow, Mr. R.  
Henderson, Mr. F. Walling, Mr. and Mrs.  
Howard, Mr. T. Whiteley, Mr. & Mrs. W.  
Jackson, Mr. & Mrs. Whiteley, Mr. and Mrs.  
Jeffrey, Major & Mrs. A. W.  
Johann, Mr. and Mrs. Wild, Mr. and Mrs.  
Kingshott, Mr. E. A. Bagnall  
Kirkwood, Mr. J. Worfield, Mr. and Mrs.  
Liddell, Mr. E. A. Young, Mr. A. L.  
Levy, Mr. L. A. Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Berndt, Mr. Louis Lee, Mr. J. E.  
Bryne, Mr. H. F. R. Longuet, Mr. and Mrs.  
Bure, Mr. P. Mitchell, Mr. R.  
Clarke, Capt. and Mrs. A. C.  
Corback, Capt. Van O'Gorman, Lt. Col. The  
Dann, Mr. G. H. O'Gorman, Madame  
Denison, Mr. A. L. Peters, Dr. Marx  
Dow, Mr. P. Pollock, Hon. H. E.  
Elsdale, Colonel H. Pynne, Capt.  
Ezekiel, Mr. J. S. Rumsey, Comdr. R. M.  
Forbes, Mr. A. Smith, Mr. A. Findlay  
Gorges, Colonel E. H. Stokes, Mr. A. G.  
Gros, Mr. Edward P. Thomson, Mr. O. D.  
Hallifax, Mr. and Mrs. Wardwell, Miss (2)  
Helm, Mr. H. L. Wardwell, Miss R.  
Ibarg, Mrs. G. R. St. Werner, Mr. E. T. C.  
John, Major G. R. St. Wheeler, Mr. G. H.  
Kofod, Capt.

## CRAGIEBURN.

Clement, Mr. C. Russell, Mr. & Mrs. E. F.  
Cottam, Mr. and Mrs. Simmonds, Mrs.  
Flynn, R. M. Rev. F. F. U.S.N.  
Johnston, Mr. R. F. Show, Mr. G. F. and  
O'Leary, Mrs. T. S. Volpicelli, Consul  
Simonds, Capt. C. B. Wilson, Mr. J.  
Wood, Mr. J. R.

## EXCHANGE.

Hongkong, 28th December.  
ON LONDON, Telegraphic Transfer, 1/11 5/16  
Bank Bills, on demand 1/11 7/16  
Credits, 4 months' sight 1/11 3/16  
Diments, 4 months' sight 1/11 3/16  
ON BERLIN, (demand) 1/11 3/16  
ON PARIS, Bank Bills, on demand 1/11 3/16  
Credits, 4 months' sight 1/11 3/16  
ON NEW YORK, Bank Bills, on demand 1/11 3/16  
Credits, 30 days' sight 1/11 3/16  
ON BOMBAY, Telegraphic Transfer 1/11 3/16  
ON SHANGHAI, Telegraphic Transfer 1/11 3/16  
Private, 30 days' sight 1/11 3/16  
ON YOKOHAMA, T.T. 1/11 3/16  
Sovereigns, Bank's Buying Rate 1/11 3/16  
Gold Leaf 100 touch per tael 1/11 3/16  
Bar Silver 1/11 3/16  
Dollars 1/11 3/16

## OPIUM QUOTATIONS.

Hongkong, 28th December.  
New Pattern 1/11 3/16  
New Benares 1/11 3/16  
New Malwa 1/11 3/16  
Old Malwa 1/11 3/16  
Persian 1/11 3/16  
Best Quality 1/11 3/16

## The Share Market.

## LATEST QUOTATIONS.

(December 28th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	340 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$29 sellers
Do. Founders.	£ 1	\$20
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$58
North China Ins. Co., Ltd.	\$ 25	Tls. 190
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$110
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$21
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$327 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$88 sellers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$304 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$82
China & Malacca S.S. Co., Ltd.	\$ 50	\$90
Douglas Steamship Co., Ltd.	\$ 50	\$53 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£9.15 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£9 buyers
Star Ferry Co., Ltd.	\$ 10	\$21
Trading Co., Ltd.	£ 100	£240
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	\$120
Luen Sugar Refining Co., Ltd.	\$ 100	\$47
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 6	\$7
Punjom Mining Preference Shares	\$ 1	\$1.30
Soudié Française des Charbonnages du Tonkin	Fcs. 250	\$320
Queen Mine, Ltd.	25 cts.	\$4.40
Jelabu Mining and Trading Co., Ltd.	\$ 5	\$12 buyers
Raub Allion Gold Mining Co., Ltd.	15s. 10d.	\$61 buyers
Olivers Freehold Mines, Ltd.	\$ 5	\$9
Olivers Freehold Mines, Ltd.	\$ 4	\$6 buyers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.70
Do. (Preference)	\$ 1	\$0.30
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$25 % sales and buyers
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$87 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	\$45 buyers
New Amoy Dock Co., Ltd.	\$ 6	\$21
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.35
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$116
West Point Building Co., Ltd.	\$ 30	\$29
Hongkong Hotel Co., Ltd.	\$ 50	\$34 buyers
Hongkong Hotel Co., Ltd.	\$ 50	\$119 buyers
Humphreys & Estate & Finance Co., Ltd.	\$ 10	\$94 sellers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$58
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 55
International Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Lau-kung-mow Cotton Spinning Co., Ltd.	Tls. 100	Tls. 72
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 58
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$24 buyers
China-Borneo Co., Ltd.	\$ 15	\$151 sales and
A. S. Watson & Co., Limited	\$ 10	\$15.75
Watkins, Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 10	\$10
Hongkong & China Gas Co., Ltd.	\$ 10	\$130
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$310 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$45 buyers
H'kong Ice Co., Ltd.	\$ 25	\$130
H'kong High-Level Tramways Co., Ltd.	\$100	\$155 buyers
Dairy Farm Co., Ltd.	\$ 6	\$44 ex div.
Hongkong & China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$15 buyers
Bel's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$2
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 10	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN KELLY & POTTS,  
Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## VESSELS IN PORT.

## Steamers.

Amoy, German steamer, 667, W. Wulf, 23rd Dec., Amoy 22nd Dec., Ballast—Sander, Wierler & Co.  
AWA MARU, Japanese steamer, 3,912, N. Trennt, 27th Dec., Yokohama via Moji 23rd Dec., General—Nippon Yusen Kaisha.  
BENLOMOND, British steamer, 1,752, McInnes, 25th Dec., Moji 20th Dec., Coals—Gibb, Livingston & Co.  
BORMIDA, Italian steamer, 1,400, G. Santoro, 21st Dec., Bombay 22nd Dec., and Singapore 14th Dec., General—Carlowitz & Co.  
CHEANG CHEW, British steamer, 1,315, Fred. Webb, 23rd Dec., Penang via Singapore 16th Dec., General—Chinese.  
DEUTEROS, German steamer, 1,001, E. Peter, 20th Dec., Saigon 16th Dec., Rice—Siemens & Co.  
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec., Vancouver, B.C. 4th Dec., and Shanghai 24th, Mails and General—C. P. R. Co.  
FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 25th Dec., Shanghai 22nd Dec., General—C. M. S. N. Co.  
FUTANI MARU, Japanese steamer, 2,381, J. Thom, 26th Dec., Nagasaki 22nd Dec., General—Nippon Yusen Kaisha.  
HAILAN, French steamer, 377, W. Bast, 27th Dec., Pakhoi and Hoihow 26th Dec., General—A. R. Marty.  
HATINO, French str., 705, M. Janssen, 26th Dec., Haiphong 24th Dec., General—A. R. Marty.  
HINSANG, British steamer, 1,248, M. Crockett, 26th Dec., Moji 21st Dec., Coals—Jardine, Matheson & Co.  
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 24th Dec., Moji 19th Dec., General—Nippon Yusen Kaisha.  
HITACHI MARU, Japanese steamer, 3,826, R. Tod, 25th Dec., Singapore 20th Dec., General—Nippon Yusen Kaisha.  
KAPITI, British steamer, 1,158, A. Somerville, 26th Dec., Canton 26th Dec., General—Butterfield & Swire.  
KATSUJIMA MARU, Japanese steamer, 1,069, H. S. Yamada, 26th Dec., Cheloo 21st Dec., General—Young Tai Loong.  
KREONG WAI, British steamer, 1,115, T. W. Groves, 27th Dec., Bangkok 18th Dec., Rice, Timber and General—Yuen Fat Hong.  
KUNIG ALBERT, German steamer, 10,600, O. Clippers, 12th Dec., Yokohama 4th Dec., Mails and General—Melchers & Co.  
KUMSANG, British steamer, 2,078, G. Payne, 22nd Dec., Singapore 16th Dec., General—Jardine, Matheson & Co.  
LEANDER, Norwegian steamer, 1,752, Olsen, 25th Dec., Cardiff 4th Nov., Coal—Doddwell & Co., Ltd.  
LIGHTNING, British steamer, 2,122, S. H. Belsom, 18th Dec., Calcutta 23rd Nov., Penang 7th Dec., and Singapore 11th Dec., General—David, Sassoon & Sons & Co.  
MACHIEW, British steamer, 995, J. E. Farrell, 23rd Dec., Bangkok 16th Dec., General—"Shell" Transport Co.  
MAUSANG, British steamer, 1,125, J. Kynock, 26th Dec., Hongay 24th Dec., Coals—Jardine, Matheson & Co.  
MENELAUS, British steamer, 3,066, W. Towell, 27th Dec., Singapore 21st Dec., General—Butterfield & Swire.  
MEMMUI, British steamer, 1,980, S. J. George, 6th Dec., Sourabaya and Cherbon 25th Nov., Sugar—Jardine, Matheson & Co.  
NIPPON MARU, Japanese steamer, 3,502, J. F. Allen, 24th Dec., San Francisco 25th Nov., via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 22nd Dec., Mails and General—P. & O. S. N. Co.  
PATROCLUS, British steamer, 3,548, E. G. Dickens, 25th Dec., Shanghai via Amoy 22nd Dec., General—Butterfield & Swire.  
PHEA CHOM KLAO, British steamer, 1,011, J. Fowler, 18th Dec., Bangkok 9th Dec., and Angkor 11th Dec., Yuen Fat Hong.  
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 15th Dec., Poochow and Amoy 13th Dec., General—Arnold, Karberg & Co.  
SANDAKAN, German steamer, 1,374, E. Muhle, 24th Dec., Sandakan 19th Dec., Timber—Melchers & Co.  
SIAM, British steamer, 922, H. N. Holton, 21st Dec., Bangkok 13th Dec., and Angkor 13th Dec., Rice and General—Bradley & Co.  
SISHIAN, British steamer, 845, A. Jones, 26th Dec., Saigon 21st Dec., Rice—Bradley & Co.  
SOCOTRA, British steamer, 3,896, Thos. H. Hide, R.N.R., 27th Dec., Kobe 19th Dec., General—P. & O. S. N. Co.  
TAIWAN, British steamer, 1,109, Harder, 25th Dec., Chinkiang 21st Dec., General—Butterfield & Swire.  
TAKSANG, British steamer, 977, Albert Smith, 26th Dec., Bangkok 20th Dec., Rice—Jardine, Matheson & Co.  
TRIUMPH, German steamer, 875, A. Riecke, 6th Dec., Haiphong and Hoihow 5th Dec., General—Jensen & Co.  
TROCAS, British steamer, 2,549, Moses, 25th Dec., Arnold, Karberg & Co.  
TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 26th Dec., Kuchinozu 21st Dec., Coal—Mitsui Bussan Kaisha.

## Sailing Vessels.

ADOLPH OBERG, American bark, 1,302, Armsbury, 17th Oct., New York 31st May, Case Oil—Standard Oil Co.  
JOHN McDONALD, American ship, 2,128, Stern, 25th Nov., New York 25th June, Oil—Standard Oil Co.  
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct., New York 16th May, Case Oil—Order.  
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct., New York 30th May, Case Oil—Standard Oil Co.  
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug., Cebu and Philippine Islands 22nd Aug., Ballast—Order.  
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct., New York 20th May, Kerosine Oil—Standard Oil Co.  
TRAPALGAR, British 4-masted bark, 1,516, M. S. Wright, 26th Dec., Hongay 15th Dec., Ballast—Sander, Wierler & Co.  
VALE OF DOON, British bark, 659, J. Peterson, 11th Dec., Rajang, Sarawak, N.B. 15th Nov., Hardwood—Order.  
WAKATAH, British schooner, 25, Haynes, 23rd Sept., Takow 15th Sept., Ballast—Mr. F. W. Hall.  
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct., New York 7th May, and Rio Janeiro 11th July, Kerosine—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, December 28th, 1899.  
Alacrity, despatch vessel, 1,725 tons, 10-6 p.d., 4 guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Singapore.  
Algerine, sloop, 1,550 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.  
Barfleur, 1st class battle ship, 13,000 tons, 14 guns, 13,500 h.p., Captain H. S. C. J. Colville, C.B., Hongkong.  
Bonaventure, 2nd class cruiser, 4,300 tons, 18 guns, 4,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.  
Brilliant, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Hongkong.  
Daphne, sloop, 1,110 tons, 8 guns, 2,000 h.p., Comdr. C. W. W. Ingram, Hankow.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Essex, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut. Comdr. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 3,500 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Hongkong.  
Linn, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 750 h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Hongkong.  
Phoenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Wei-hai-wei.  
Plover, 1st class gunboat, 433 tons, 6 guns, 1,200 h.p., Lieut. Comdr. U. V. de M. C. Cowie, Manila.  
Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sundpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. H. E. Hillman, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, Wei-hai-wei.  
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.  
Whiffing, twin screw, torpedo-boat destroyer, 360 tons, 4,000 h.p., Lieut. Comdr. E. Kelly, Hongkong.  
Wolver, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Bepedero, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 8 guns, 9,500 h.p., Captain Kholodkovskiy, at Nagasaki.  
Aleko, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.  
Bobbe, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Nagasaki.  
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.  
Koryetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Nagasaki.  
Mandryk, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Yenish, at Nagasaki.  
Nayevskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.  
Ostrov, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriannoff, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Niedmiller, en route Hongkong.  
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Vladivostok.  
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 18 guns, 13,500 h.p., Capt. Hapt, at Port Arthur.  
Shilovsky, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.  
Sisoi Volsky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.  
Stoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Vladimir Monomakh, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemulpo.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
Vladik, Russian gunboat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulisa, at Nagasaki.  
Zabliak, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.  
(1st and 2nd class.)

Forl, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.  
Janitschi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargh, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podorski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpiun, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sotchi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sutla, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING).

Bergo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 21 knots.  
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.  
Swaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.  
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
† Flagship of Vice-Admiral Alexieff.  
† Flagship of Rear-Admiral F. V. Dubosoff.  
† Flagship of Rear-Admiral Reunoff.

## THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 3,114 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Saigon.  
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, Kwang-chow-wan.  
Eure, Dispatch-transport, Capt. Vallée, at Saigon.  
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.  
Keritani, 3rd class cruiser, 1,243 tons, 13 guns, 2,500 h.p., Capt. de La Motte du Portal, at Saigon.  
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, en route Kwang-chow-wan.  
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Kwang-chow-wan.  
Surprise, gunboat, 627 tons, 10 guns, 860 h.p., Capt. Mornet, at Saigon.  
† Flagship of Vice-Admiral Courmelles.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Reimann, en route Hongkong.  
Hansa, German cruiser, 6,400 tons, Capt. Pohl, en route Singapore.  
Hertha, German cruiser, 6,000 tons, Capt